leans mail line.

There is however, between Montgomery and Stockton,
Alabama, another portion uron which delays and irregularities have been occurring to an extent equalling those
on the searoute above referred to, although arising from
quite different causes.

One daily line of coaches has heretofore been provided,

on the sea toute above referred to, although arising from quite different causes.

One daily line of coaches has heretofore been provided, running (in connation with a steamboat between Mobils and Stockton) over a natural road of 160 miles in length, frequently lable to obstructions from high water and other causes and not kept in good repair, traversing as it does a sparsely populated ection of country. Such mode of conveyance, upon such a road, has been found estirely inadequate for the wast accumulation of mails at Montgomery, conveyed thither from Boston New York, and other cities also as the whole extent of that great line. Considering the increase in the amount of mail matter of all descriptions, especially printed matter, the transmission of bound volumes and other public documents, printed by order of Congress, increasing as they do from year to year, and of all the matter from the several executive departments of the general government, also rapilly increasing in quantity; and in view of the fact, also, that all the meits for Mobile, New Orleans, and beyond, thus accumulated by contributions from Boston to Montgomery, are conveyed to the latter polar by railroads and steamboats, especially the former, it is a matter of surprise that they have been forwarded by one-saily onach in a manner at all approaching regularity.

These facts rendered most impositive the measurity of providits immediately more accuses was ordered between Montgomery and Stockton, Alabams, to connect with the steambest line, between Stockton and Mobile, with the steambest line, between Stockton and Mobile, with the steambest line, between Stockton and Mobile, which the steambest line, between Stockton and Mobile should be of sufficient size, structure, and filmes for the regular manigation of the fenses wiver, and he under the other cand exclusive control of the contractors, as that the steamboat employed between Stockton and that the steamboat employed between Stockton and that the steamboat employed between Stockton and that the s

the flooded state of the roads at particular seasons of the year.

The present cost of transportation in steamboats in California, is shown thirteen cents eight mills per mile; lo coaches, about these ty cents per mile; and in medic not specified, about thirty-four cents six mills per mile; while the cot of similar review in the United State, excluding G. egon, New Moxino, and Utah, is in steamboats about nine cents per mile, in coaches about five cents and flye mile, and in moder not specified about four cents and seven mills per mile.

These used prices, negrees, are not out of scale with

me wall prices, however, are not out of scale with

	fiscal year, as stated by the Auditor, amounted to \$7,982,	
	Compensation to postmasters	81,408,477 05
ä	Additional compensation by act 81st March,	77 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
	1851	414,525 10
	Ship, steemboat, and way letters	23,105 83
a	Transportation	4,908,808 05
	Wrapping paper	41,453 94
8	Advertising	3,241 50 79,346 00
M	Mail begs	49,803 58
H	Blanks	21,055 22
	Mail locks, keys and stamps	14,733 80
	New mail locks and keys	18,935 54
	Mail depr. dations and special agents	55,275 43
	Clerks for offices, (offices of postmasters)	509,820 24
	Official letters received by postmasters	472 41
	Pestage stamps	2,864 50
	Stamped envelopes	10,391 03
	Post office laws, list, &c	1,670 00
	Repayment for dead letters	34 26
	l'ostaje stamps returned, eld issue	113,017 73
	Stamps on hand overcharged	68 05 85 90
	Misnellaneous payments	116,408 31
	Miscellaneous account of British postsiges	139,693 03
	Miscellaneous account of Bremsn postages.	8,565 09

Total

the expenditures during the year by the sum of \$2.042, 651-89.

The foregoing deficiency should be diminished by the sum of \$5.504-43 due the United States to the 30th fune, 1856, under the postal convention with Pressla, and to creased by the quarterly balances due to Great Britain up to the serme period, amounting to \$183,550-70. This would leave the deficiency in the revenue of the year to stand at \$2.117,078-70.

To rupply the deficiency last mentioned the department had at its disposal the following means, viz.—
The available balance to the credit of the department on the lat of July, 1852.

The appropriation to supply any deficiency made by the act of March 3 1851.

\$505,000-00.

Total \$1.571.632.57.

besselves of connection should occur by reams of any other persons having a right to insurface with its sarrias and departures.

The compensation allowed for this additional service is \$23,100 per annual being care third loss than provate of \$24,100 per annual being care third loss than provate of the country of the contract of the country of the certain of the country of the contract of the country of the certain of the country of all the matter very day ag, and by the loss of the certain of the country of all the matter very day, and by the loss of the certain of the country of all the matter very day, and by the loss of the centre of

State of course to which, there have decimal beautiful part of the part of the

whole system of accounting, to the extent just noticed, is so little calculated to protect and secure the public revenue that I cannot rest under the grave responsibility of permitting it to continue any longer than the proper remedy can be devised and applied.

The number of postage stamps issued to postmasters for sale during the fiscal years ending June 30, 1852, and June 30, 1852, is shown by the following statement:

Denomina-Denomina-Denomina

Fear ending tion, tion, tion, Amound, June 30, 1 cent. 3 cents. 12 cents Dellars. 1862. 5,459,342 48,410,035 237,042 1,625 503 54 1853. 4,726,811 51,461,640 146 555 1,608,792 91

Tetal 10,275,559 99,871,075 383,697 3,144,431 42 The amount of postage stamps sold during the year ending June 20, 1852, was \$1,316,585 33, and the sales during the year eding June 30, 1863, amounted to \$1,692,202 12, leaving in the hands of postmasters ursold

during the year ending June 30, 1853, amounted to \$1.629,020 12 leaving in the hands of postmasters ursold \$102,005 71.

During the quarter ending the 30th of September, 1853, there were issued to postmasters for sale:

Note size three cent stamped envelopes 464,250 Letter size " " \$1.18,250

Do. six cent " 150,000

Official size " 150,000

Amounting in all to \$295,292 69

I subjoin tabular statements exhibiting the operations of the dead letter effice during the two fiscal years ended the 50th of Jone last.

It is estimated that the expenditures of the current fiscal year will amount to \$3,716,501.

Cost of mail zervice, foreign and inland, as it stood at the close of the last fiscal year. \$5,284,059

Annual cost of new contracts in New England, to commence lat July, 1843, over those which therminated 30th June, 1853. \$39,775

Reduction made upon new contracts in New York, as compared with these which expired June 36, 1853. \$2,224

Linerass. \$2,224

Cost of line from Loniaville to New Orleans. \$35,492

Cost of line from Cairo to St. Louis. \$0,000

lesus. 267,975
Cost of line from Cairo to St. Louis. 40 000 Deduct an ount of previous contract batween Louisville and St. Louis...... 70,000 Additional service between Montgomery and Mo-bile, from Ist November, at \$24 600 per annum 156,681 Additional service Chicago to Sheffield, from 12th October, 1863, to June 30, 1884, at \$1,400 per

tember, 1883 to State O. 1884 at 25,000 per armun.
Additional service in Athanas and White river, from 1st January, 1884, at \$26,400 per aumum. Increase of railroad service, year ending June 50, 1884. 18,200 44,253

Total transpended. 25,003

Total transpended. 5,500,601

Compensation of postmasters; ship, steamboat, and way letters, wrapping paper, office furniture, advertiling, mail bags, blanks, mail locks, keys, and stamps, mail caprodations and special agents; clerks for offices, miscellaneous rayments, no stage stamps and stamped envelopes; halances due to foreign countries for postages, and payments to letter carriers. 3,219,000

Balance on the Auditor's books on the lat
July, 18:3, considered 'ultimately avail

Able'

Exercise from pestages, foreign and inland,
including asks of stamps and stamped en
volopes...

5,511,133 24

Letter carriers' receipts...

1,200 303

Amount unpaid sectived from Prossia...

20,498 12

Amount unpaid sect from United

States...

20,498 12

Amount paid received from Prossia...

20,498 12

Amount paid received from Prossia...

20,498 12

Amount uppaid sect from United

States...

20,498 12

Amount paid received from Prossia...

20,498 12

Amount uspaid sect from United

Total...

20,498 12

Amount paid received from Prossia...

20,498 12

Amount uspaid sect from United

20,498 12

Amount paid received from Prossia...

20,498 12

Amount paid recei

Of the deficiency shore stated, the same of 1853, and the belongs to the finest year sucked June 49, 1853, and the remander to the preposit year.

The cost of the service for the last fiscal year on the several United States mail steamship lines and across the Isthmus of Fanama is as follow:

New York to Liverpool—Collins line—twenty—six voyages.

New York, via Southampton, to Bremen, eleven

yoyages.

New York, via Cowes, to Havre, twolve voyages. 150,009 00

New York and New Orleans to Aspinwall, twenty-four woyages, including twenty-four voyages between New York and New Orleans, yis Havnes.

Astoria, via Sau Francisco, &c., to Panama, twenty-nire voyages between San Francisco and Fanama, and twenty-four on residue of line.

Charleston, via Savannah and Key West, to Havana, twenty our voyages.

Total.

The report of the auditor for this department, hereto annexed shows that the aggregate ann

This large balance against the United States arises, of course, mainly from the circumstance that although there were only three more trips by the Cunard line than were performed unitedly by the Collins, Bremen, and Havre lines, much the greater part of the mails was conveyed by the former. For instance—
While the postage on the latters sent during the year from Great Britain to the United States by Cunard strangers was.

\$236,293 38

By the Collins steamers, performing just half the number of trips, it was but.

\$16,025 49

\$3,513 CO.

But in the mails despatched from the United States for

St. \$13 CO.

But in the mails despatched from the United States for England by these two insis, no such difference appears. Thus, taking the same period on mainsent by the United Statemens, the postage was \$224,351,00 By Collins steamers. 127,207,60

Total. \$135,000 period on mainsent by the United States, each fine received very ready its one proportion. Comparing the Period very ready its one and flavor inest performing noticely twenty, threavourings the postage on mails and from England was only \$43,000.90.

This great inequality can be accounted for solely by the fact this wouse toe United States makes no discrimination in respect to the lines early significant flavors, the Period Postal authorities employ read mass, including the Period very for the transmission of their closed mails who pass through the United States. Another ext mordinary feature in this matter is presented with reference to the node from the contrast of Europe coving the United States through the United States. Another ext mordinary feature in this matter is presented with reference to the node from the contrast of Europe coving the Period States steamers, porforming the Period States steamers and the Period States steamers and the Period States

the United States, but personnt through to destination is not personal to an effort the list. The composition of the list of of the list

France propages the quarter-source scale for latters, the partial introduction of which into our postal system, is is apprehended, would create confusion and lead to hand merabe in squaraties in charging and collection voctage. I have deemed in advandable to inside on the latter our continuous and in the country, in Kesland, and in most of the States on the continuous season and in this country, in Kesland, and in most of the States on the continuous season and in the country, in Kesland, and in most of the States on the continuous forms and advantable to inside the same rate for all letters, whether propaid on row, which the same rate for all letters, whether propaid on row, which illuster plan, below the more cinnic, I am inclined to report as the bast in all international arrungaments of the kind, where simplicity of detail in every point of view is so essential. Another question is at the proportion cach country shall receive of the inland possage. On all tro-paid correspondince that the aggregate inland postage shall be ten cents, to be equally divided. Considering the comparative exhapt and the coat of the mail transportation of the two countries. I have thought it sufficiently libral on our part to older for france three eights to the Justed States, dive cights of the inland postage, the sea pastage to belong to the party by which the Atlands countries of the two countries. I have thought it will be the correspondence shall be performed. If the movileations it have thus proposed to france three eights to the Justed States, dive cights of the inland postage, the sea pastage to belong to the party by which the Atlands countries proposed to france are accepted, as I trust they may be, I see no serious obstacle to the early conclusion of a postal arrangement with Prussis seems to operate farming many, but a few of the States in Southern Germany have not yet fully acceded to its terms, and have temploral and version; but after the of the States in Southern Germany have not yet fully acceded to its terms, and

Our postal arrangement with Prussis seems to operate favorably; but a few of the States in Southern Germany have not yet fully acceded to its terms, and have therefore seen much of their correspondence for the United States through France.

Whether, however, the arrangement can be refely continged, unless the recent charge of twenty ave and a half cents an sence British and Belgiam transit perage, is materially reduced, remains yet to be seen.

From the Auditor's statement, anneard, its appears that, after peying the sea and British and Belgiam transportation of the main conveyes under this arrangement, together with the commissions thereon to our postmoners, the buildings in favor of the build States for the period from 16th Ontobur, 1853, it to the buildings of the arrangement of the main favor of the buildings of the arrangement of the sea to day a subsent United States in and pastage on these mains.

By a pastal convention concludes on the 5th of August last, between the United States and Bromen, the main provisions of the arrangement of this, theretotics in spongation between the United States and Bromen, the main provisions of the arrangement of this, theretotics in spongation between the United States and Bromen, the main provisions of the arrangement of this, theretotics in spongation treaty counts to the control of the persuase reduced from the large lotter. Under the 1 meet arrangement of this, theretotics is to spongate mounts of the stage lotter persuases. By the preach a dispersion to the chings to the. Endor the 1 meet arrangement of the postage of the state of the control of the state of the together and the state of the control of the state of the together and the state of the postage accomment, which went into effect on the 15th of August, the Bromen povernment pruting on two atomers to tum moultily alternated by a control of the state of the state of the postage and the control of the state of the state of the postage and the control of the state of the state of the postage and the control of

in the aggregate, to \$37,520 M.

All our mail contracts provide for fines and deductions for defective and emitted service. The system is absolutely necessary for securing regularity and precision in contracts the defective and emitted service. The system is absolutely necessary for securing regularity and precision in contracts of the department of th

Letter by Mike Walsh. WASHINGTON, Dec. 5, 1858. Tr James Gordon Bennett Esq.-

DEAN SOW—In a telegraphic despatch sent from this city, which appeared in the Herano of Saturday, one of my colleagues. Mr. Cutting, is said to have "declared that the Formey le ter had not impaired his opicion of the writer but that, on the contrary, he rather fixed him better in consequence ato" It is not, al course, to be presumed that men of honorable and well established reputation are expected to stoop to a grave refutation of every charge bich sconymous scribblers, whose filegitimate and base Brelibace depends upon such dirty services, may choose to make against him. The morals motives and sime of those oreatures, are so generally known and understood among intelligent men—particularly bore—that no mass of character thinks of treating their slanders or misrop-resentations otherwise than as Mr. Cutting has treated this—with silent and dignified contempt. I should have been very lots to disturb that allence, were it not for the editorial which appeared in yesterday's Heasto, to refer-ence to the matter. Few persons of my age have been the editorial which appeared in yesterday's Bhrakib, in reference to the matter. Few persons of my age have been the subject of more newspaper stuperation and injustice than myself; and inasmuch as I have never written a line, either in explanation or defence, when I have been the party ascaled, I trust you will permit me to contradict this of arge—this flagvant and arroclous charge against a man who stands deservedly high as one of the most eminent members of an homoroe procession, a chismo of anhentined integrity; and a patriot, whom no promise or propagate of future preferment—no matter how exitation—can sequestry and the full maletenance of at some try's constitutional rights throughout that longta and breath of the lased. By Cotting has never said a word—rever cree as act which sould, by any possible implication, he construct into anything less than marked disapproval of that letter, however much his may, in some more with others—myself among the number—personally the the write, apart from that transaction. As there will be any quantity of similar despeatance on timely and the properties of the letter, for any the construction of the way of a rine player at the public expense. It will be well for newspaper proprietors, especially such at have a reputation for the way as and housely, to sometime this previous in publication. If not, the end sought may be a rileved in the theory of the order of the time own substitution that the constant of the constant of the constant of the constant of the market of the constant of the cons

respect to stem printed matter, the rates are the name in | made without the restriction of limitation contained in yours, and from the into, as if it were displained wholly without y united in face or variety to make to copy along the pas-